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## PART III

### Advertisement and Notices by Private Individuals and Corporations

#### THE COMMISSIONERS FOR THE PORT OF CALCUTTA

##### NOTIFICATION

Calcutta, the 22nd July 1948

No. 206.—In accordance with the provision of Section 126 (4) of the Calcutta Port Act, 1890 (Bengal Act III of 1890), the following draft Bylaws made by the Commissioners for the Port of Calcutta in supersession of the By-laws published under Government of Bengal Notification No. 39 Marine, dated the 22nd May 1893 as amended from time to time are hereby published for general information.

The draft Bylaws will be submitted to the Government of India for confirmation on the expiry of one month after the first publication of this notification in the Gazette of India, and any suggestions or objections with regard thereto received by the undersigned within that period will be considered.

P. C. MITTER  
Secretary.

##### DRAFT BYLAWS

1. *Short title*.—These bylaws shall be called "The Bylaws of the Port of Calcutta."

2. *Definitions*.—In these bylaws, unless there is anything repugnant in the subject or context:—

(a) "The Commissioners" mean "The Commissioners for the Port of Calcutta" as constituted by the Calcutta Port Act, 1890 (Bengal Act III of 1890);

(b) "Traffic Manager" means the officer appointed by the Commissioners to have charge of the Traffic Department;

(c) "Docks Manager" means the officer appointed by the Commissioners to have charge, under the supervision of the Traffic Manager, of the Docks and of the Jetties and Inland Vessels Wharves;

(d) "Superintendent, Jetties and Wharves" means the officer appointed by the Commissioners to have charge, under the supervision of the Docks Manager, of the Jetties and Wharves;

(e) "Superintendent, Petroleum Wharf" means the officer appointed by the Commissioners to have charge, under the supervision of the Traffic Manager, of the Petroleum Wharf, Budge Budge;

(f) "Deputy Conservator" means the officer appointed by the Commissioners to have charge of the Deputy Conservator's Department;

(g) "Harbour Master" means the officer appointed by the Commissioners to have charge, under the supervision of the Deputy Conservator, of the Harbour Master's Department and of the berthing, mooring and moving of all vessels within the limits of the port;

(h) "Dock Master" means the officer appointed by the Commissioners to have charge, under the supervision of the Harbour Master, of the berthing and mooring of all vessels in, and the moving of all vessels into, in, or out of the Docks;

(i) "Superintendent, Dry Docks" means the officer appointed by the Commissioners to have charge, under the supervision of the Deputy Conservator, of the Commissioners' Dry Docks;

(j) "Port" means the Port of Calcutta as defined in Notification of the Government of Bengal in the Marine Department, No. 13-Marine, dated the 14th February 1929;

(k) "Dock" includes all basins, cuts, quays, wharves, warehouses, railways, and other works and things appertaining to any dock;

(l) "Docks" means the Kidderpore Docks, King George's Dock and Garden Reach Jetties, and all lands, roads, quays, berths, sheds, warehouses, railways, works and other things appertaining thereto;

(m) "Jetties" mean the Calcutta Jetties and all lands, roads, quays, berths, sheds, warehouses, railways, works and other things appertaining thereto;

(n) "Goods" include wares and merchandise of every description and livestock;

(o) "Vessel" includes any ship, barge, boat, raft or craft, or any other thing whatever, designed or used for the transport upon water of passengers or goods;

(p) "Sea-going Vessel" means every description of vessel used in sea navigation or notified as 'sea-going' by the competent authority;

(q) "Master", when used in relation to any vessel, means any person, not being a pilot, harbour master or assistant harbour master, having for the time being the command or charge of such vessel;

(r) "Owner", when used in relation to goods, includes any consignor, consignee, shipper or agent for the sale or custody thereof, and when used in relation to any vessel, includes any part owner, charterer, consignee, mortgagee or agent in charge thereof;

(s) "Vehicle" includes any wheeled contrivance, propelled mechanically or otherwise, which is used for the transportation by road of persons or property;

(t) "Wharf" includes any bank of the river which may be improved to facilitate the loading or unloading of goods, and any foreshore used for the same, and any wall enclosing or adjoining such bank or foreshore;

(u) "Inland Vessels Wharves" means those wharves on each bank of the river Hooghly, which have been notified from time to time by the Commissioners for receiving, landing or shipment of goods out of or into vessels not being sea-going vessels;

(v) "Railway" means a railway, or any portion of a railway for the public carriage of animals or goods, and includes:—

(i) all land within the fences or other boundary-marks indicating the limits of the land appertaining to a railway;

(ii) all lines of rails, sidings or branches worked over for the purposes of, or in connection with, a railway.

(iii) all stations, offices, warehouses and other works constructed for the purposes of, or in connection with, a railway;

(w) "Rolling stock" includes locomotive engines, tenders, carriages, wagons, trucks and trolleys of all kinds;

(x) "Petroleum Wharf, Budge Budge" means the petroleum installation on the Commissioners' land at Budge Budge;

(y) "Railway Operating Superintendent" means the officer appointed by the Commissioners to have charge, under the supervision of the Traffic Manager, of all operations on the Commissioners' Railway.

**3. Application.**—These bylaws shall be applicable only within the port. Nothing contained in these bylaws shall be so construed as affecting the due operation of the provisions of:—

(a) any Act or rules made under any Act, or

(b) any bylaws made by the Provincial Government or the Commissioners under the Howrah Bridge Act, 1871 (Bengal Act IX of 1871).

#### DOCKS AND JETTIES

**4. Control of docks and jetties.**—The Docks Manager and the Superintendent, Jetties and Wharves, shall each within the limits of his charge, direct and manage all operations connected with the landing and shipping of goods, keep proper custody of all goods landed for import or received for export, or for carriage by railway, or otherwise accepted for storage by the Commissioners, and take all steps necessary to ensure:—

- (a) safe and convenient methods of working,
- (b) the proper maintenance of order, and
- (c) the exclusion of all persons of improper character or loiterers without specific business.

#### 5. Application for berthing accommodation.

—The Master or Owner of every sea-going vessel requiring berthing accommodation at the Docks or Jetties shall make previous application to the Docks Manager or the Superintendent, Jetties and Wharves, as the case may be, stating the vessel's name, the date on which she is expected to arrive and her berthing requirements.

**6. Particulars of vessels.**—Before a sea-going vessel is brought into Docks or placed alongside the Jetties the Master or Owner shall, if so required, furnish the Harbour Master or other duly authorised officer of the Commissioners with full particulars of the vessel's dimensions, draught, tonnage and special features of equipment or construction.

**7. Discretion on berthing.**—The allotment of berths at the Docks and Jetties to sea-going vessels shall be at the discretion of the Commissioners. The Traffic Manager shall decide all disputed questions relating to berthing accommodation.

**8. Allotment of import berths.**—Vessels bringing imports shall be ordinarily allotted discharging berths in the order of their arrival at Sandheads if they proceed up the river and arrive on the same tide at Garden Reach. Such vessels shall, if suitable berths are available, be given preference over all export vessels waiting for berths or requiring the use of cranes.

**9. Allotment of export berths.**—Vessels taking exports shall, subject to any rights to preferential berthing recognised by the Commissioners, be ordinarily allotted loading berths in the order in which they will, in the opinion of Docks Manager, be ready for loading.

**10. Priority of berthing.**—A vessel desiring to occupy a loading berth at the Docks after completion of discharge at the Jetties or elsewhere in the port shall, subject to any rights to preferential berthing recognised by the Commissioners, ordinarily have her priority, as against a vessel arriving in ballast, determined by a comparison of the day and hour at which she will, in the opinion of the Docks Manager, be ready for loading with the day and hour at which the vessel in ballast is due to arrive at Garden Reach.

**11. Alteration of priority.**—The Traffic Manager may, if he considers that a better use can be made of berthing facilities, alter in the general interests of shipping the order of priority arising under Bylaws 8, 9 and 10.

**12. Refusal of berthing accommodation.**—The Traffic Manager may, pending a decision by the Commissioners, refuse to allot a berth to any sea-going vessel which should not, in his opinion, be admitted into the Docks or berthed at the Jetties.

**13. Health certificate for passengers.**—No sea-going vessel, having on board more than a hundred unberthed passengers, shall be allotted a berth or allowed to enter the Docks unless she is covered by a certificate from the Port Health Officer that no person on board is suffering from infectious disease.

**14. Removal of vessels for hygienic reasons.**—The Traffic Manager may, if the Port Health Officer so advises, order the immediate removal from the Docks or Jetties of any sea-going vessel which has on board animal manure or other cargo, offensive by nature or dangerous to public health, or persons suffering from infectious disease.

**15. Slow discharge or loading.**—The Traffic Manager may, in his discretion, direct any sea-going vessel whose rate of discharge or loading is avoidably below the average rate for similar vessels discharging or loading similar cargoes, to vacate her Jetty or Dock berth if it is required for other port purposes.

**16. Movement of vessels by authorised officials.**—No sea-going vessel shall move into, or out of, or within the Docks, or to or from a jetty berth, unless she is in the charge of a duly authorised officer of the Commissioners.

**17. Removal of projections.**—All projections from a sea-going vessel which are likely to impede or obstruct her movement, or damage any quay equipment or interfere at any time with the loading or discharging of another vessel, shall be removed on requisition by a duly authorised officer of the Commissioners.

**18. Interference with equipment prohibited.**—No person shall open or attempt to open, or shut or attempt to shut, any dock gate, sluice valve or swing bridge or otherwise interfere with any dock or jetty machinery or apparatus without orders from a duly authorised officer of the Commissioners.

**19. Use and disposal of equipment.**—No stage, plank, pole or other article provided by the Commissioners for the loading or discharging of sea-going vessels shall be used without an order from the Docks Manager or the Superintendent, Jetties and Wharves.

All stages, planks, poles or other articles provided by the Commissioners shall, when loading or discharging is completed, be replaced on the quay or jetty alongside by the vessel using them.

All stages, planks, poles or other articles, not provided by the Commissioners, shall be recovered by the vessel from the Docks or Jetties within 24 working hours from the time of completion of her loading or discharging.

**20. Co-operation with authorised officials.**—The Master or Owner shall obey every lawful direction of, and act in full co-operation with, all duly authorised officers of the Commissioners for the purpose of mooring or unmooring, moving or removing a sea-going vessel or of regulating her position, or of adjusting her equipment and gear, for the loading or discharging of her cargo.

**21. Responsibility of Master.**—Whilst a sea-going vessel is in Docks or at the Jetties the Master shall arrange that a responsible officer is always present on board to ensure the observance of all rules and the discharge of all duties connected with the vessel or her cargo and to take every precaution against accident to life or limb or damage to property, and in particular:—

(a) to make his vessel securely fast to the bollards and other appliances provided for the purpose;

(b) to keep the vessel so loaded and/or ballasted that she can be safely removed in the event of fire or other emergency;

(c) to secure the hatch beams when in use and all hatches when not in use;

(d) to provide proper light in those parts of the vessel where work is going on or where, owing to insufficient light, injury might result to person or damage to property;

(e) to see that all exhaust steam or water-pipes from winches or other machines are led down the side of the vessel by a hose or other appliance below the level of the dock or jetty quay;

(f) to supply warping and other necessary appliances;

(g) to fix and keep securely fixed the gangway supplied by the Commissioners during the whole time the vessel remains alongside the dock quay;

(h) to supply at least one plank or other device not less than 2 ft. 6 in. wide and of sufficient length, thickness and strength, and securely to place it so as to form at all times with the gangway of the vessel a safe and convenient means of passing to and from the jetty quay;

(i) to hang between sunset and sunrise at least one lantern at each end of the gangway referred to in clauses (g) and (h) above.

**22. Trial of propellers.**—No sea-going vessel berthed in the Docks or at the Jetties shall try her propellers by her main engines except under the supervision of an officer deputed by the Harbour Master or Dock Master.

**23. Fenders.**—Fenders, which cannot float, shall not be used over the sides of sea-going vessels. Floating fenders supplied by the Commissioners shall not be lifted or removed from the quay wall.

**24. Petty repairs to vessels.**—Sea-going vessels in Docks may, whenever a berth is available, be allowed to carry out repairs: Provided that adequate precautions are taken to prevent injury to persons or damage to property and in particular that a canvas-shoot or other safeguard is so placed as to prevent loose material, chips, pieces of wood or other similar material falling into the water or on the quay.

**25. Striking of bells.**—No bell shall be struck to tell the hour on board any sea-going vessel in the Docks or at the Jetties.

**26. Fire-arms.**—No loaded gun or other loaded fire-arm shall be kept on board any vessel in the Docks or at the Jetties.

**27. Vicious animals.**—No vicious animal shall be kept on board any vessel in the Docks or at the Jetties.

**28. Precautions against fire.**—No person shall use any unprotected fire or light or smoke tobacco or other substance or ignite matches or other inflammable articles in any shed or warehouse or on any pier or quay or near a hatchway or in a hold of any sea-going vessel.

**29. Heating or cooking fires.**—Fires of coal, charcoal or coke are permitted in the cabins, deckhouses, forecastles and cabooses of vessels in Docks: Provided that the Docks Manager may, on any abuse of this permission, prohibit or restrict the lighting of fires on board.

**Naked lights prohibited.**—All lights whether oil-lamps or candles, used on board vessels in Docks shall be in globes or secured lanterns: Provided that naked lights may be used in the engines and boilers of sea-going vessels for the purpose of inspection, repair or other necessary work.

**Unauthorised fires prohibited.**—No fire or light shall be left or used in so rash or negligent a manner as to endanger the safety of any person or property at the Docks. At

least one person shall be specially charged with the care of any fire or light burning on board a sea-going vessel.

30. *Inspection of fires and lights.*—Access for the inspection of fires and lights to all parts of a sea-going vessel in the Docks or at the Jetties shall be given to any duly authorised officer of the Commissioners whenever he demands it.

31. *Duty of Master on outbreak of fire.*—Whenever a fire or an overheating or smouldering of cargo, petty or serious, occurs on board a sea-going vessel, either in her holds or in her bunkers, the Master shall himself take immediate order to deal with the situation and at the same time cause an advice to be sent by the quickest means available to the nearest officer of the Commissioners on duty such as the Traffic Inspector, Shed Master, Shed Foreman or Berthing Master.

32. *Shore cranes.*—Shore cranes, which must not be loaded beyond their prescribed capacities, shall be placed with due despatch by the Commissioners' staff in the positions required by the Master of the vessel.

33. *Heavy packages.*—The Master or owner of every sea-going vessel requiring to land or ship articles or packages which exceed the prescribed capacities of the quay cranes shall accurately declare the weights of such articles or packages to the Docks Manager or the Superintendent, Jetties and Wharves, who shall with the least delay procure the use of a floating crane or, if the declared weights of the articles or packages exceed the capacity of the floating crane, arrange for the vessel to be moved to the 100-ton sheers as soon as the quay is available.

34. *Refusal of heavy packages.*—The Docks Manager or the Superintendent, Jetties and Wharves, may prohibit the landing from any sea-going vessel, except by the Commissioners' cranes provided for the purpose, of any single article or package exceeding 4 tons in weight, if circumstances render it, in his opinion, necessary or advisable to do so.

35. *Safe condition of slings.*—(i) The Master or Owner of every sea-going vessel landing or shipping cargo shall see that:

(a) every precaution is taken to ensure the safety of all persons engaged in his work and in particular that all rope or wire slings used for this purpose are sufficiently strong, in sound condition and suitably designed;

(b) no new chain sling is used which is not covered by a certificate showing that the sling has been tested in accordance with the British Standard Specification No. 781-1938 in a chain testing house complying with that specification;

(c) no chain sling is used which is not covered by a certificate showing that the sling has been tested within the previous year by a competent person approved by the Commissioners.

(ii) The owner of the goods shall see that all slings supplied by him for the purpose of landing or shipping his goods from or into vessels (not being sea-going vessels) are sufficiently strong, in sound condition and suitably designed.

36. *Hooking of articles to cranes.*—No crane shall be hooked to a weight greater than the lifting capacity prescribed for that crane. Two cranes shall not be hooked to one article. No crane shall be used to assist in lifting a weight which is being hoisted by the vessel's own gear.

37. *Breaking out cargo prohibited.*—All slings of cargo shall be made up securely in the open hutchways clear of the coamings. Breaking out cargo with quay cranes is prohibited.

38. *Necessity of responsible supervision.*—No sea-going vessel shall begin to land or ship her cargo until she has been securely moored and an officer of the vessel or a representative of her owner is present to supervise the slinging of cargo on board or the receiving of cargo from shore and the giving of directions to the crane and winch drivers.

39. *Restriction on breaking bulk.*—The Docks Manager or the Superintendent, Jetties and Wharves, may at his discretion direct that no sea-going vessel shall break bulk until he has received a copy of her manifest or the Master's copies of Bills of Lading.

40. *Special notice for hazardous goods.*—Masters or Owners of sea-going vessels shall furnish special notice to the Commissioners' staff before they land hazardous goods. A list of such hazardous goods which may be amended from time to time by the Commissioners is contained in Schedule 2 hereto annexed.

41. *Notice for excepted articles.*—Masters or Owners of sea-going vessels shall give 24 hours' notice before excepted articles are landed for import or received for export. Delivery must be taken by importers immediately after such articles are landed by the vessels and shipment must be made by the vessels immediately after such articles are received from exporters. They shall not be landed into, stored in, or shipped from the transit sheds. A list of excepted articles which may be amended from time to time by the Commissioners is contained in Schedule 3 hereto annexed.

42. *Refusal of objectionable cargo.*—The Docks Manager or the Superintendent, Jetties and Wharves, may refuse to land for import or receive for export any exceptional cargo of a dangerous or objectionable nature which will, in his opinion, imperil the safety of persons working in the Docks or Jetties or damage the flooring of the shed or quay or any part of the Commissioners' property or injuriously affect any cargo in the custody of the Commissioners.

43. *Landing of arms and explosives.*—The landing of explosives at the Docks or Jetties shall be governed generally by the "Rules regulating the handling of explosives in the Port of Calcutta" published by the Central Government under Notification No. P. 103, dated the 11th March 1947 and in particular by Rules 8, 12, 39, 40 and 41.

44. *Landing of Carbide of Calcium.*—Carbide of Calcium shall not be landed without the express permission of the Docks Manager or the Superintendent, Jetties and Wharves, or any other duly authorised officer of the Commissioners. Permission shall be given only when the owner of the Carbide of Calcium is present and ready to take direct delivery, or when in the absence of the owner adequate arrangements have been made to remove the Carbide

of Calcium direct to a suitable godown licensed for the purpose.

**45. Cylinders containing gases and liquids**— Packages consisting of cylinders containing gases and liquids under pressure shall not be stored in the Docks or Jetties nor discharged from or shipped into vessels at the Docks or Jetties unless they comply in every respect as to construction, marking, etc., with the Gas Cylinder Rules, 1940, or have been permitted by an order in writing by the Chief Inspector of Explosives under Rule 17 of the said Rules. All working precautions prescribed in the Gas Cylinder Rules, 1940 must also be carefully taken and, in addition, the following working restrictions must be strictly observed:—

(1) Discharge or loading at night of cylinders containing gases or liquids under pressure is prohibited;

(2) Cylinders containing gases or liquids under pressure may be discharged on the quay but, if delivery is not effected by the owner immediately on landing, they must be removed to a transit shed, hazardous godown or other place specially selected by the Docks Manager for such purpose;

(3) Cylinders for shipment containing gases or liquids under pressure may also be accepted at, and stored in, spaces in the transit sheds specially selected by the Docks Manager;

(4) The preceding two clauses, (2) & (3), shall not apply to cylinders, the gross weight of which is 15 cwt. or over. Such cylinders shall be delivered direct from the vessel's side immediately on landing or shipped on board the vessel immediately on arrival at the Docks.

**46. Ethyl Fluid**.—Ethyl Fluid may be landed at the Docks, Jetties or Budge Budge Petroleum Wharf with the previous consent in writing of the Docks Manager, the Superintendent, Jetties and Wharves, or the Superintendent, Petroleum Wharf, subject to the following conditions:—

(1) that Ethyl Fluid imported into the port is packed in specially constructed steel drums of great strength. The drums should be sealed with an inner and outer bung. Rolling hoops shall be fitted as an added precaution for the shell during handling. In addition, drums shall be distinctly marked to show that they contain Ethyl Fluid;

(2) that owners of Ethyl Fluid make previous arrangement with the Collector of Customs and the Docks Manager, the Superintendent, Jetties and Wharves, or the Superintendent, Petroleum Wharf, as the case may be, for the immediate removal from the Commissioners' premises of the whole consignment;

(3) that Ethyl Fluid is only landed:—

(a) between the hours of sunrise and sunset, and at such place or places as the Commissioners may direct, and

(b) after all disembarking passengers have landed;

(4) that no discharge of Ethyl Fluid is begun until:—

(i) the following documents are in the hands of the Docks Manager, the Superintendent, Jetties and Wharves, or the Superinten-

dent, Petroleum Wharf, as the case may be, namely:—

- (a) bill of lading, if any, duly endorsed by the shipper of the consignment;
- (b) delivery order, if any, from the Steamer Agents;
- (c) duty paid customs bill of entry (endorsed "passed in full out of Custom's control");
- (d) detailed invoice for the goods;
- (e) Commissioners' import challan properly endorsed by their Collection Office to show that their charges have been paid in full;

(ii) the necessary road and rail vehicles in the case of delivery at the Docks or Jetties, are in position to receive the consignment; and

(iii) the Docks Manager or the Superintendent concerned has satisfied himself that the equipment and material necessary for dealing with any leakage occurring during or after discharge are available for immediate use, the requisite protective equipment and material as under being supplied by the owner:—

Two (2) sets of:—

1. Rubber gloves
2. Rubber boots
3. Rubber apron or oilskin suit
4. Respirator (See note).

Note. A suitable respirator is the canister type containing a minimum of 500 c.c. of activated charcoal. A British Service type respirator is satisfactory. An air-line mask may be used if available.

(5) that when discharge has been permitted every consignment of Ethyl Fluid is inspected on board the vessel by the Owner or his representative and an officer deputed by the Docks Manager or the Superintendent concerned. No Ethyl Fluid drums showing any sign of leakage may be landed until suitably repaired or placed in a larger receptacle offering sufficient protection from leakage;

Note. In the event of leakage the measures set out in sub-clause (11) must be followed.

(6) (a) that discharge of Ethyl Fluid is supervised by a responsible and properly informed representative of the owner, having adequate technical knowledge of the material;

(b) that men handling drums should be equipped with heavy gloves of canvas or leather;

(7) that owners provide labour for the handling of vehicles for the immediate removal of the consignment from the Commissioners' premises;

(8) that at the Docks or Jetties Ethyl Fluid drums are discharged from the vessel singly in wire net slings by the Commissioners' cranes and removed from the slings by the owner's labour direct to road or rail vehicles; at Budge Budge Ethyl Fluid drums shall be removed direct by the owner's labour into the owner's rented premises;

Note. Barrel hooks are on no account to be used in discharge.

(9) that after any consignment of Ethyl Fluid has passed over the Commissioners' Docks, Jetties or Wharves, the owner's representative inspects the places over which the consignment has been carried and cleans any points where leakage has taken place; this inspection and cleaning shall be carried out in the presence of a responsible officer of the Commissioners, and the owner's representative shall give a certificate that the Commissioners' premises are free from contamination and fit for general use;

(10) that no Ethyl Fluid drum is in any circumstances stored in any of the Commissioners' transit sheds or warehouses;

(11) In the event of leakage measures as set out below must be followed:—

**Note.** Ethyl Fluid is highly coloured by means of a dye (usually yellow, red or blue) so that leakage is immediately discernible. Furthermore, Ethyl Fluid has distinctive and rather sweet smell.

(a) if Ethyl Fluid comes into contact with the skin, the part or parts affected should be washed clean at once with a solvent such as kerosene or petrol, followed by soap and water;

(b) clothing that becomes contaminated by Ethyl Fluid should be removed immediately and cleaned by repeated rinsing in petrol, or a non-inflammable dry cleaning fluid;

(c) shoes and leather covered articles that become contaminated by Ethyl Fluid should be discarded and destroyed;

(d) if Ethyl Fluid can be smelled it is being breathed. Men should be directed away from any place where it can be smelled;

(e) men assigned to deal with a leakage of Ethyl Fluid must wear the protective equipment, as prescribed in sub-clause (4) (iii) above;

(f) the area in which a leakage of Ethyl Fluid has occurred (including the outside of a drum) should be treated as follows:—

(i) flush with kerosene or some other light oil solvent, followed by water. If the surface permits, wash thoroughly with soap working up as much lather as possible, and again flush with water;

**Note.** If it is possible to obtain quickly a supply of common bleaching lime ( $\text{CaO Cl}_2$ ) the area should first be treated generously with a mixture of bleaching lime and water in the form of a thin slurry (Never use the dry powder), alternatively a 5 per cent. solution of Sulphuryl chloride ( $\text{SO}_2 \text{Cl}_2$ ) in kerosene may be used.

(ii) if contamination of an absorbent material has taken place, such as wooden flooring dunnage, or other packing material, then such material must after treatment as above be removed or burned.

**47. Ashes and rubbish.**—No ashes, sweepings or rubbish of any kind shall be thrown or suffered to fall or landed at any point of the Docks or Jetties except under such conditions as are approved by the Docks Manager or the Superintendent, Jetties and Wharves.

**48. Discharge of objectionable liquids prohibited.**—No person shall

(a) wilfully discharge into the river or into, or on to, any dock, any petroleum or other inflammable liquid;

(b) wilfully throw any liquid of a noxious character or any filth or rubbish into the waters of the river or of any dock.

**49. Protection of navigable waters.**—(i) No person shall—

(a) lay or place any ballast or rubbish, nor any cargo, goods or other article, substance or thing likely, after falling into the water, to be or to become detrimental to navigation or to cause damage to shipping, upon any quay, pier or jetty, nor upon any vessel in such a position that the same or any part of the same will be likely to fall into the water;

(b) cast or throw or permit or suffer any ballast or rubbish, or any cargo, goods or other such article, substance or thing as last aforesaid to fall into the docks, or river, from any pier, quay, jetty or vessel.

(ii) The Master of any vessel from which any such cargo, goods, article, substance or thing as aforesaid have been cast or thrown or have fallen into docks or the river shall forthwith report full particulars of the occurrence to the Dock Master or the Harbour Master as the case may be.

**50. Landing of mixed marks.**—The Docks Manager or the Superintendent, Jetties and Wharves, may refuse to receive—

(a) goods so badly mixed that they cannot conveniently be sorted ashore;

(b) goods so illegibly marked that they cannot be sorted for delivery to the rightful owner.

**51. Ignoring of quality marks.**—The Docks Manager or the Superintendent, Jetties and Wharves, may refuse to sort and stack by marks, other than the owner's principal marks, bags of sugar, rice, wheat or other cargo landed from any sea-going vessel.

**52. Removal of goods.**—No person shall remove from the Docks or Jetties any goods landed for import other than those for which bills-of-lading accompanied by the Agent's or Master's delivery order, Custom's bill-of-entry, and Dock or Jetty challan have been deposited with the Commissioners' staff.

**53. Tender of heavy packages.**—No person shall load or ship or attempt to load or ship or tender for loading or shipment on or into any vessel within the port any package or object of which the gross weight is one metric ton (2,204 lbs.) or more unless and until the gross weight of such package or object has been plainly and durably marked upon it. If the exact gross weight of any exceptional package or object is not available, such package or object must be marked "Weight not more than.....", and the gross weight so marked must not be less than the actual gross weight.

**54. Tender of shipping documents.**—No goods shall be shipped upon any sea-going vessel at the Docks until the Export Dock Challan on which the correct quantity of the goods is

terms of weight or measurement shall be entered by the owner, the Custom's shipping bill and the Agent's shipping order have been lodged with the Commissioners' shed staff.

55. *Clean receipts for goods shipped.*—Masters or owners of sea-going vessels shall give 'clean' receipts for all goods shipped from the Commissioners' sheds. Shipment under a 'qualified' receipt shall not be made without written instructions from the shipper. Goods for which a 'clean' receipt cannot be given shall be rejected in the transit shed prior to shipment or, if they have been shipped by mistake, forthwith returned ashore.

Receipts for all goods shipped on board shall be given to the Commissioners' shed staff before the vessel leaves her loading berth.

56. *Boats forbidden in tidal basin.*—At Kidderpore Docks no boat, barge or lighter shall stay or moor in the tidal basin and no sea-going vessel shall load or discharge cargo overside at No. 14 berth : Provided that the Harbour Master may at his discretion relax the provisions of this bylaw if conditions permit.

57. *Exclusion and removal of boats.*—The Docks Manager may refuse entry to, or order removal from, the Docks of any boat, barge or lighter unless she is actually engaged to load or discharge cargo within the next 48 hours.

58. The Docks Manager may refuse entry to, or order removal from, any dock of any boat, barge or lighter carrying cargo which is, in his opinion, noxious or objectionable.

59. *Fastening of boats.*—No boat, barge or lighter shall be fastened to any rail or crane or to any moveable structure in the docks.

60. *Searching of boats.*—Any boat, barge or lighter may be searched, before leaving the Docks, by the Police or by any officer of the Commissioners duly authorised in this behalf by the Docks Manager.

61. *Working hours at docks and jetties.*—Working hours at the Docks and Jetties and hours of opening and closing dock and jetty gates for the passage of vehicles shall be notified from time to time by the Docks Manager and the Superintendent, Jetties and Wharves.

62. *Night or holiday work.*—Application to work at night or on Sundays or holidays shall be made in the manner prescribed from time to time by the Docks Manager or the Superintendent, Jetties and Wharves, who will, if conditions permit, make, on receipt of the consent of the Customs Department, all necessary arrangements for night, Sunday or holiday work.

63. *Cart tickets for shipment goods.*—Every package, bale, case or cask sent for shipment shall be entered in a cart ticket of which the form shall be prescribed by the Docks Manager. Without this cart ticket no vehicle carrying goods shall be allowed to pass into the Docks. Every cart ticket shall contain the date, name of vessel on which the goods are to be shipped, the exporter's name, the marks, quantity and description of articles shipped, and the current license number of the vehicle.

64. *Tenders of inflammable articles.*—Within the Dock or Jetty fences no person shall unload or attempt to unload or tender for unloading for shipment or storage any matches, fireworks or any substance classified as an explosive in the Explosives Rules, 1940, or

any petroleum, as defined in the Petroleum Act, 1934, (XXX of 1934), having a flashing point below 150°F., or any other inflammable substance having a flashing point below 76°F. without the previous permission in writing of the Docks Manager or the Superintendent, Jetties and Wharves, as the case may be: Provided that nothing herein contained shall affect the landing of such goods from a sea-going vessel under the rules and regulations for the time being in force.

65. *Restriction on tools.*—No person shall take inside the dock or jetty premises carpenters' tools for opening cases, or similar instruments, without permission from the Docks Manager or the Superintendent, Jetties and Wharves, who may, in his discretion, issue to approved persons cooper's licenses to work in the dock or jetty sheds : Provided that this bylaw shall not affect the bringing in of tools by approved firms or individuals authorised under Bylaw 100.

66. *Prohibition of hawking.*—The hawking of goods at the Docks or Jetties is prohibited without the written permission of the Docks Manager.

67. *Vessel's latrines and closets.*—During a vessel's stay in Docks the use of her water closets and latrines is prohibited. Use may be made of the latrines and urinals provided by the Commissioners at convenient points on the quayside.

68. *Speed of vehicles.*—All vehicles moving within the Docks or Jetties shall proceed at a safe speed to avoid collision with trains passing at all hours across the roads. No vehicle shall be taken, or driven along, or upon any quay, or inside any shed or warehouse.

69. (1) The speed of vehicular traffic of every description shall not exceed five miles per hour at the following places:—

(a) Swing Bridge No. 1 between the Tidal Basin and Kidderpore Dock No. 1 and along the approaches thereto, that is to say, along the stretches of road in both directions between Soorkey Mill level crossing on the east and the junction of Tea Warehouse Road and Garden Reach Road on the west.

(b) Swing Bridge No. 2 between Kidderpore Docks Nos 1 and 2 and along the approaches thereto, that is to say, along the stretches of road in both directions between the junction of Eastern Boundary Road and Circular Garden Reach Road on the east and the junction of Dumayne Avenue and Circular Garden Reach Road on the west.

(2) No motor lorry with or without trailer, no omnibus or other heavy vehicle having an axle load greater than 5 tons or a load per wheel greater than 2½ tons\* shall cross No. 2 Swing Bridge.

70. *Control of wharf operations.*—All operations of landing or shipping, stacking or piling goods on the wharves shall be subject to the direction and control of the Superintendent, Jetties, and wharves, or other duly authorised officer of the Commissioners.

71. *Working hours at wharves.*—The hours of landing and shipping goods at the Inland Vessels wharves shall be from 6 a.m. to 6 p.m. on all days except Sundays and Chamber

holidays. No goods shall be landed or shipped, stacked or piled between the hours of 6 p.m. and 6 a.m. on working days or on Sundays or Chamber holidays except with the permission of the Superintendent, Jetties and Wharves, or other duly authorised officer of the Commissioners.

72. *Procedure at wharves.*—When goods are to be landed inward or shipped outward, authenticated challans showing the description and exact quantities of the goods shall be tendered to the Commissioners' cashier by applicants for passes authorising the landing or shipment of goods. On the data furnished in these challans passes will be prepared and tolls levied. In the absence of such challans, or where reasonable doubts exist as to their genuineness or correctness, calculations for levying tolls shall be based on the registered tonnages of vessels from which the goods are to be landed, or on which they are to be shipped.

73. *Precaution against fire.*—No Master or Owner shall, without the previous approval of the Superintendent, Jetties and Wharves, permit or suffer pitch, resin, tallow or other inflammable material to be melted on board his vessel lying at, or within the limits of, the Inland Vessels Wharves.

74. *Idle boats prohibited at Wharves.*—No boat shall lie at the Inland Vessels Wharves except while it is receiving or discharging cargo.

75. *Obstruction of wharf approaches and bathing ghats prohibited.*—No boat shall obstruct the approaches to wharves, docks, jetties or landing places, or moor or lie at, on, or unduly close to, or land or ship goods over, any portions of the bank reserved for the use of the public as a bathing ghat.

76. *Hawker's license.*—No person shall, without a license from the Superintendent, Jetties and Wharves, offer goods for sale on a wharf or on a vessel lying at or within the limits of a wharf.

77. *Restricted use of landing places.*—No person shall come or be on or upon any pontoon except for the purpose of landing or shipping goods or of disembarking or embarking from or on a vessel.

78. *Restriction on embarkation or landing.*—No person shall attempt to land upon or embark from any pontoon out of or into a vessel in motion.

79. *Obstruction of gangways.*—No person shall obstruct any passage or gangway leading to or from any pontoon.

80. *Restriction during a bore.*—No person shall come or be on or upon any pontoon while a bore tide is expected or in progress.

81. *Stacking on pontoons prohibited.*—No person shall stack or keep any goods on or upon any pontoon for a period longer than is reasonably necessary to collect or remove them.

82. *Restriction on vessels alongside pontoons.*—No vessel shall remain alongside any pontoon except for the purpose of landing or shipping goods or of disembarking or embarking passengers.

#### DRY DOCKS

83. *Application for dry docking.*—Application to place a vessel in a dry dock may be made to the Deputy Conservator at any time

but no definite dates of regulation shall be allotted to the vessel until application has been made in the prescribed Form A in Schedule 1 hereto annexed which may be obtained from the Harbour Master's Office.

84. *Regulation.*—On receipt of an application in the prescribed Form A, the vessel shall be placed on the Entry List and an advice, giving particulars of her regulation sent to the applicant in the prescribed Form B in Schedule 1 hereto annexed.

No vessel shall be permitted to enter a dry dock without previous regulation and no application shall be deemed to have been accepted until the advice of regulation in prescribed Form B has been sent.

85. *Order of docking.*—Accepted vessels other than those provided for in Bylaw 86 shall be docked in the order in which they appear in the Entry List. Provided that—

- (a) any vessel which is not ready on her booked date or on the date the dry dock is vacant, whichever is later, shall forfeit one place on the list;
- (b) any vessel the dimensions or construction of which are found to differ from the descriptive particulars given in the prescribed Form A to an extent which may in the opinion of the Superintendent, Dry Docks, interfere with the safe docking of the vessel shall be refused entry into the dock.

86. *Preference in docking.*—In regulating admission to a dry dock preference may be given to:—

- (a) a vessel with a gross tonnage of not less than 3,000 tons over all smaller vessels;
- (b) a vessel with a gross tonnage of not less than 3,000 tons, requiring the dock for a period not exceeding 24 hours, over all similar vessels regulated for a longer period and all smaller vessels;
- (c) a vessel with a gross tonnage of not less than 3,000 tons, requiring the dock for a period not exceeding 72 hours, over all similar vessels regulated for a longer period and all smaller vessels.

87. *Preference to damaged vessels.*—The Deputy Conservator may in his discretion allow any vessel, which is in such a condition as may in his opinion render her immediate entry into a dry dock advisable, to enter a dry dock in preference to all other vessels standing on the Entry List.

88. *Arrangements prior to docking.*—The Master of a vessel shall, prior to the time of her admission into a dry dock, arrange:—

- (a) that the vessel is upright and her trim by the head or the stern does not exceed one foot for every 100 feet of her length between perpendiculars: Provided that the Deputy Conservator may in his discretion permit a vessel, which cannot be trimmed within this limit, to be dry-docked subject to such conditions as he may think fit;
- (b) that ballast tanks are either pressed full or pumped perfectly dry with the doors on and properly secured;

- (c) that suitable hawsers and heaving lines are in readiness on each side, fore and aft, and masthead pendants are rove if the Superintendent, Dry Docks, so directs;
- (d) that all bilges are kept perfectly dry;
- (e) that awnings are furled if the Superintendent, Dry Docks, so directs;
- (f) that readings of the ballast tank soundings are taken:—
- (i) whilst the vessel is afloat in dry dock and
- (ii) immediately the vessel is on the blocks, fore and aft.
- (g) that copies of the readings taken under clause (f) above are at once delivered to the Superintendent, Dry Docks.

**89. Docking with cargo on board.**—If the Owner or Master wishes to dry-dock a vessel with cargo or additional bunkers on board he must submit to the Deputy Conservator a special application explaining the circumstances and stating, in addition to the particulars in the prescribed Form A in Schedule 1 hereto annexed, full particulars as to the nature and the stowage of her cargo. The Commissioners may refuse to dry-dock such vessel without assigning any reason for their refusal.

**90. Refusal of admission.**—Any vessel for which her Master has not made the arrangements required by Bylaw 88, may, at the discretion of the Deputy Conservator, be refused permission to enter Dry Docks.

**91. Assistance & extra hands.**—The Master shall arrange that the crew render every assistance when docking or undocking his vessel and shall supply any extra hands which are, in the opinion of the Superintendent, Dry Docks, required on board during these operations.

**92. Co-operation during shoring.**—From the time at which the dock ropes are made fast to the vessel to the time at which she is secured on the blocks, the Master shall use every effort to ensure the fullest co-operation between his crew and the Dock staff in shoring the vessel, and shall cause all other duties on board to cease so that his crew may be available for any work required by the Superintendent, Dry Docks.

**93. Alteration of ballast tanks.**—While a vessel is in a dry dock no alteration shall be made in the condition of her ballast tanks without the permission of the Superintendent Dry Docks, who shall not flood the dry dock until he satisfies himself that the original condition prevailing before alteration has been restored by the Master. Any Master who cannot restore the original condition of the ballast tanks without undue delay shall immediately forward an explanation with all necessary details to the Superintendent, Dry Docks, who shall take suitable action thereon.

**94. Shifting of weights.**—While a vessel is in a dry dock no bunkers, cargo or heavy weight shall be shifted or taken on board or hauled without the written permission of the Superintendent, Dry Docks.

**95. No outboard work.**—No outboard work shall be carried on while a vessel is being docked or undocked.

**96. Extension of stay.**—No vessel shall remain in a dry dock longer than the time for which she shall have been regulated:

Provided that the Deputy Conservator may on application received before the expiry of the time of regulation, make in his discretion a further regulation if he is satisfied that circumstances not known when the vessel was regulated, or beyond the control of the parties engaged in the work, will prevent the completion, within the original period of regulation, of work which can be done only in a dry dock.

**97. Removal of vessel.**—The Master or Owner, shall, unless the period of regulation is extended, make all necessary arrangements for taking the vessel out of a dry dock at the expiration of the period for which she was regulated: Provided that the Deputy Conservator may, if the Master or Owner fail to make such arrangements, take all necessary steps to remove the vessel.

**98. Precautions before undocking.**—The Master shall satisfy himself that all sea-cocks, bilge-holes and other apertures in the vessel's bottom have been securely closed before any water is let into the dry dock at the time of undocking.

**99. Equipment provided.**—The Commissioners shall provide all blocks, horizontal and bilge shores necessary for the safe docking of the vessel, sufficient floating stages and travelling trestles for washing down, scraping and painting the vessel and sufficient trestles and staging for ordinary propeller work and minor repairs.

All staging and supports for extensive repairs must be provided by the Master or Owner or the Contractor carrying out the repairs.

**100. Appointment of contractors.**—The Commissioners shall from year to year authorise by a writing under the hand of the Chairman, certain approved firms or individuals to undertake work in connection with vessels in dry docks. No person shall be allowed to undertake any such work unless he has been so authorised.

**101. Protection of port property.**—No block, shore, stage, pole, rope or other article belonging to the Commissioners shall be removed from the Dry Dock premises without the written permission of the Superintendent, Dry Docks.

**102.** No article belonging to the Dry Docks shall be destroyed, cut or otherwise damaged or allowed to go adrift nor timber or other heavy thing thrown down upon the steps and stone work, nor passed into or out of the Dry Docks otherwise than by the means provided and prepared for that purpose.

#### PORT COMMISSIONERS' RAILWAY

**103. Unauthorised entry upon rolling stock.**—No unauthorised person shall lay hold of, enter or get into, or upon, any engine, carriage, wagon or truck on the Commissioners' railway.

**104. Restriction on speed of locomotives.**—No driver shall drive an engine or train over the Commissioners' railway at a greater speed than six miles an hour.

**105. Warning against accidents.**—No person shall cross the Commissioners' railway in front of rolling stock in motion or between or under rolling stock at rest to take shelter under them.

**106. Protection of railway property.**—No person shall remove or wilfully destroy or damage any rolling stock, barrier, fencing, signal, lamp, light or any other property appertaining to or connected with the Commissioners' railway.

**107. Obstruction of railway prohibited.**—No person shall place any obstruction upon the Commissioners' railway.

**108. Walking on railway prohibited.**—No person shall walk on or along the Commissioners' railway within the fencing.

**109. Trespass of Cattle.**—Without the written permission of the Commissioners no person owning or having in his charge any cattle, within the meaning of cattle in the Cattle Trespass Act, 1871, shall, save in connection with the landing, shipping, receiving or delivering of goods, permit or suffer any of them to be driven or to be on or upon the Docks, Jetties, Inland Vessels Wharves, Petroleum Wharf, Budge Budge, or the Port Commissioners' Railway.

**110. Restriction on smoking, etc.**—No person shall smoke, or make or use any unprotected fire or light, within any of the sheds or warehouses forming part of the Commissioners' railway, or near vehicles containing explosives or inflammable substances or liquids.

**111. Penalty for breach of bylaws.**—A breach of any of the foregoing bylaws shall be punishable with a fine not exceeding Rs. 500, and, when the breach is a continuing breach, to a further fine which may extend to Rs. 200 for every day after the first during which the breach continues.

### THE COMMISSIONERS FOR THE PORT OF CALCUTTA

#### SCHEDULE 1.

(Form "A")

(See Bylaw 83)

#### APPLICATION FOR REGULATION

To

THE DEPUTY CONSERVATOR,  
PORT OF CALCUTTA.

Sir,

I/we have to request that you will arrange to take into Dry Dock the S.S.|M.V..... of which I/we certify the following descriptive particulars:—

Length .....

Beam .....

Depth moulded .....

Gross tonnage .....

Draft forward .....

Draft aft .....

Displacement weight of vessel at draft stated .....

Style of construction of vessel's bottom:

Her Keel is:

- (a) a keel-plate.
- (b) a bar-keel.
- (c) a slab-keel.
- (d) a duct keel.

She has:

- (e) an overhang.
- (f) a camber in her keel.
- (g) other special features, viz.....

Attached plans showing any special style of construction are numbered and dated .....

..... Date and hour when the vessel will be ready to dock.....  
Contractor's name and address.....  
Number of days for which the use of the dock will be required.....

Yours faithfully,

Signature.....

Owner|Master of S.S.|M.V.....

Dated, Calcutta .....

### THE COMMISSIONERS FOR THE PORT OF CALCUTTA

#### SCHEDULE 1

(Form "B")

(See Bylaw 84)

#### ADVICE OF REGULATION

To

THE OWNER|MASTER,

S.S.|M.V. ....

Sir,

Arrangements have been made pursuant to your application for regulation, dated ..... for the admission of the S.S.|M.V. .... into the Kidderpore|King George's Dry Docks at.....m. on the ..... day of ..... 19 ..

The period of regulation expires at..... m. on the..... day of ..... 19 .. You are, however, required to give notice to the Harbour Master of the exact time at which your vessel will be ready to undock in order that he may make his arrangements.

Yours faithfully,

Deputy Conservator,

Calcutta .....

#### SCHEDULE 2.

(See Bylaw 40)

#### HAZARDOUS GOODS

Acids of all kinds.

Chlorates of all kinds.

Fireworks.

Glycerine.

Matches.

Nitrates of all kinds.

Petroleum or its products having a flashing point of less than 76°F. or any other goods having a flashing point of less than 76°F.

#### SCHEDULE 3.

(See Bylaw 41)

#### EXCEPTED ARTICLES

Gold.

Silver.

Bullion.

Precious stones.

Precious metals.

Securities for cash and stamps.

Documents and title deeds.

Opium, essential oils and similar valuable drugs.

All other precious or specially valuable articles.

**LOST**

The Government Promissory Notes No. B210108/09 of the 3½ per cent. loan of 1900-01 for Rs. 1,000 each originally standing in the name of Jerbai Nassarwanji Gandhi or Dos-sabai Nassarwanji Gandhi and last endorsed to Ba. Jerbai Nassarwanji Gandhi or Horm Darashaw Gandhi, the proprietor(s) by whom they were never endorsed to any other person, having been lost, notice is hereby given that payment of the above Notes and the interest thereupon has been stopped at the Public Debt Office, Reserve Bank of India, Bombay, and that application is about to be made, for the issue of duplicates in favour of the proprietor(s). The public are cautioned against purchasing or otherwise dealing with the above-mentioned securities.

*Name of the Advertiser.—JERBAI NASARWANJI GANDHI.*

*Residence.—Gandhi Street, Fort, Broach.*

**LOST**

The following Government of India Five-Year Interest-Free Prize Bonds, 1949 for the face value of Rs. 130 (Rupees one hundred and thirty only) having been lost, notice is hereby given that an application has been made to the Manager, Reserve Bank of India, Public Debt Office, Bombay for the issue of duplicates in favour of the undersigned:—

Ser. no.	Number.	Amount.
A	067004	Rs. 100
AB	030106	Rs. 10
AB	030223	Rs. 10
AB	030407	Rs. 10
Total		Rs. 130

*Name of the person notifying:—*

NEZAMUDDIN AHMED,

*Address:—*

Assistant Sessions Judge, P.O. Sylhet,  
(Eastern Pakistan).

**LOST**

The upper half of the Government Promissory Note No. BY022396 of the 3½ per cent. loan of 1947-50 for Rs. 1,000/- originally standing in the name of Mr. Balvantrai Gulabbhai and last endorsed to Messrs. Devkaran Nanjee Banking Co. Ltd. the proprietors, by whom it was never endorsed to any other person, having been lost, notice is hereby given that the payment of the above Note and the interest thereupon has been stopped at the Public Debt Office, Reserve Bank of India, Bombay and that application is about to be made for payment of the discharge value in favour of the proprietors. The public are cautioned against purchasing or otherwise dealing with the above mentioned security.

*Name of the Advertiser.—Devkaran Nanjee Banking Co. Ltd.*

*Address.—Devkaran Nanjee Buildings, Elphinstone Circle, Fort, Bombay.*

**LOST**

Notice is hereby given that Share Certificate No. D-15943 for 5 shares Nos. 364711/15 in the Reserve Bank of India issued in the name of Parbati Devi has been lost. Due notice thereof has been given to the Bank and all persons

are warned against dealing with the Share Certificate in any way.

PARBATI DEVI

**LOST**

Notice is hereby given that Share Certificate No. D-26740 for five (5) shares Nos. 325891 to 325895 in the Reserve Bank of India issued in the name of Balak Rani Chopra has been lost. Due notice thereto has been given to the Bank and all persons are warned against dealing with the share certificate in any way.

BALAK RAM CHOPRA

**LOST**

The following Government of India Five-Year Interest-Free Prize Bonds, 1949, for the face value of Rs. 200 (Rupees two hundred only) having been lost, notice is hereby given that an application has been made to the Manager, Reserve Bank of India, Public Debt Office, Bombay for the issue of duplicate in favour of the undersigned:—

Ser. no.	Number.	Amount.
A.	089001.	Rs. 100.
AB.	074101 to 074110.	Rs. 100.

*Name of the person notifying:—*

NAKIM RAI BATRA,

*Address:—*

Nihal Building, Partap Street,  
Paharganj, Delhi.

**LOST**

The following Government of India Five-Year Interest-Free Prize Bonds, 1949 for the face value of Rs. 110/- (Rupees one hundred and ten only) having been lost, notice is hereby given that an application has been made to the Manager, Reserve Bank of India, Public Debt Office, Bombay for the issue of duplicates in favour of the undersigned:—

	Value Rs.
A 040313 for Rs. 100	.. .. 100
AA 076372 for Rs. 10	.. .. 10
<b>Total</b>	

*Name of the person notifying:—AMAR SINGH.*

*Address:—C/o Zindgi Dawakhana, Ajmer Gate, Delhi.*

**LOST**

The Government Promissory Note(s) No(s) \* and last endorsed to Bhabesh Bhabini Dassi, the proprietress by whom they were never endorsed to any other person having been lost, notice is hereby given that payment of the above note(s) and the interest thereupon have been stopped at the Public Debt Office, Reserve Bank of India, Calcutta and that application is about to be made for payment of the discharge value of the notes in favour of the proprietress. The public are cautioned against purchasing or otherwise dealing with the above mentioned security(ies).

*Signature of the Advertiser.—BHABESH BHABINI DASSI.*

*Residence.—51/1A, Hidaram Banerjee Lane, Bowbazar, Calcutta.*

No.	Loan	Amount	Original standing in the name of
CA 033401	3½% 1965	Rs. 10,000	Reserve Bank of India
CA 033402	do	25,000	do
CA 034489/490	do	10,000	Nando Lal Dutt each Gopal Lal Dutt and Beni Madhab Mulok.
CA 044194/195	3½% 1961-1	10,000	Reserve Bank of India.

**LOST**

The Government Promissory Note No. DH.021801 of the 3 per cent. Victory Loan of 1957 for Rs. 1,000/- originally standing in the name of Imperial Bank of India and last endorsed to Rao Shiva Dhyan Singh, the proprietor, by whom it was never endorsed to any other person, having been lost, notice is hereby given that payment of the above note and the interest thereupon has been stopped at the Public Debt Office, Reserve Bank of India, Delhi, and that application is about to be made for the issue of duplicate in favour of the proprietor. The public are cautioned against purchasing or otherwise dealing with the above-mentioned security.

*Signature of the Advertiser.—RAO SHIVA DHYAN SINGH.*

*Residence.—P.O. Pisawah, Dist. Aligarh.*

**LOST**

The Government Promissory Notes No. BH000530 and DH000558 of the 2½ per cent. loan of 1961 for Rs. 1,000 and 5,000 respectively originally standing in the name of Imperial Bank of India and last endorsed to S. Puran Singh Sehgal the proprietor, by whom they were never endorsed to any other person, having been lost, stolen or destroyed, notice is hereby given that payment of the above notes and the interest thereupon has been stopped at the Public Debt Office, Reserve Bank of India, Delhi, and that application is about to be made for the issue of duplicates in favour of the proprietor. The public are cautioned against purchasing or otherwise dealing with the above mentioned securities.

*Signature of the Advertiser :—*

S. PURAN SINGH SEHGAL,

*Residence :—*

10/90, Connaught Circus,

New Delhi.

**LOST**

The Government Promissory Note No. BY-021619 of the 3 per cent. loan of 1966-68 for Rs. 25,000 originally standing in the name of Imperial Bank of India and last endorsed to The Commercial Insurance Co. Ltd. the proprietors, by whom it was never endorsed to any other person, having been lost, notice is hereby given that the payment of the above Note and the interest thereupon has been stopped at the Public Debt Office, Reserve Bank of India, Bombay and that application is about to be made for the issue of duplicate, in favour of the proprietors. The public are cautioned against purchasing or otherwise dealing with the above mentioned security.

V. J. MAZUMDAR,  
*General Manager,*

The Commercial Insurance Co. Ltd.,  
Powvala Building, 251-53, Hornby Road,  
Fort, Bombay.

**LOST**

The Government Promissory Notes Nos. 059223/27 of the five per cent. loan of 1945-55 for Rs. 1,000 each, originally standing in the name of Kanwal Nain, Rupnarain, Sher Singh and minor Rumesh Chand through his guardian Kanwal Nain, the proprietors by whom

they were never endorsed to any person, having been lost, notice is hereby given that payment of the above notes and the interest thereupon have been stopped at the Public Debt Office, Reserve Bank of India, Calcutta, and that application is about to be made for payment of the principal amount thereof in favour of the surviving holders viz. Rupnarain, Sher Singh and Rumesh Chand. The public are cautioned against purchasing or otherwise dealing with the above mentioned securities.

RUP NARAYAN,  
*Chief Judge,*  
Sikkim, (N. India).

**DESTROYED**

The Government promissory notes Nos. BY024144/48 of the 3 per cent. First Development Loan 1970-75 for Rs. 1,000/- each originally standing in the name of The Mercantile Bank of India Ltd. and last endorsed to Mrs. Angela da Rocha Heredia and Frederick Joseph Heredia payable to either of them the Proprietors and notes Nos. BY024149/53 of the 3 per cent. First Development Loan 1970-75 for Rs. 1,000/- each originally standing in the name of the Mercantile Bank of India Ltd. and last endorsed to Mrs. Angela da Rocha Heredia and Dr. Albert Francis Heredia payable to either of them the Proprietors, by whom they were never endorsed to any other person having been destroyed, notice is hereby given that the payment of the above notes and the interest thereon has been stopped at the Public Debt Office, Reserve Bank of India, Bombay and that applications are about to be made for the issue of duplicates in favour of the respective proprietors. The public are cautioned against purchasing or otherwise dealing with the above mentioned securities.

*Name of Advertiser.—Angela da Rocha Heredia.*

*Residence.—Asian Building, Ballard Estate, Bombay.*

**DESTROYED**

The following Government of India Five-Year Interest-Free Prize Bonds, 1949 for the face value of Rs. 100/- (Rupees one hundred only) having been destroyed notice is hereby given that an application has been made to the Manager, Reserve Bank of India, Public Debt Office, Bombay for the issue of a duplicate in favour of the undersigned :—

Series D	Number 0'0163	Amount Rs. 100/-
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*Name of the person notifying.—DAVID S. EZAIR.*

*Address.—Coonoor Cafe, Coonoor R.S.*

**STOLEN**

The Government Promissory Note No. DH-028407 of the 3 per cent. loan of 1953-55 for Rs. 25,000 originally standing in the name of Imperial Bank of India and last endorsed to the District Magistrate, Allahabad the proprietor by whom it was never endorsed to any other person, having been stolen, notice is hereby given that payment of the above note and the interest thereupon has been stopped at the Public Debt Office, Reserve Bank of India, Delhi and that application is about to be made for the issue of duplicate in favour of the proprietor. The public are cautioned against purchasing or otherwise dealing with the above-mentioned security.

*Signature of the Advertiser :—TUFAIL AHMAD,  
for Secretary to Govt. United Provinces,  
Food and Civil Supplies Department, Lucknow.*

**STOLEN**

The following Government of India Five-Year Interest-Free Prize Bond, 1941 for the face value of Rs. 500 (Rupees five hundred) only having been stolen, notice is hereby given that an application has been made to the Manager, Reserve Bank of India, Public Debt Office, Bombay for the issue of duplicates in favour of the undersigned :—

Value	Rs.
D080116 to D080117 for Rs. 100 each .. .. 200	
AN077154 to AN077178 for Rs. 10 each .. .. 250	
AN092067 to AN092071 for Rs. 10 each .. .. 50	
Total .. ..	500

Name of the person notifying.—JASIMUD-DIN.

Address.—80, Jhowla Road, Park Circus, Calcutta.

**STOLEN**

The following Government of India Five-Year Interest-Free Prize Bonds, 1949 for the face value of Rs. 110 (Rupees one hundred and ten only) having been stolen, notice is hereby given that an application has been made to the Manager, Reserve Bank of India, Public Debt Office, Bombay for the issue of duplicates in favour of the undersigned :—

Series.	Number.	Amount.
		Rs.
D	030712	100
AM	015618	10
	Total	110

Name of the person notifying :— RAMJIDASS,

Address :— of Okara House No. 1480,  
Katra Haji Abdur-Rahim, Aqab Kalan Masjid,  
Sitaram Bazaar, Delhi.

**STOLEN**

The following Government of India Five-Year Interest-Free Prize Bonds, 1949 for the face value of Rs. 700/- (Rupees seven hundred only) having been stolen, notice is hereby given that an application has been made to the Manager, Reserve Bank of India, Public Debt Office,

Bombay, for the issue of duplicates in favour of the undersigned :—

Series	Numbers	Amount
		Rs.
A	025777 to 025777	200
A	025782 to 025783	200
A	051063 ..	100
B	097749 ..	100
AA	015590 to 045597 ..	20
AB	010141 to 010142 ..	20
AD	017161 to 027163 ..	30
AT	01725 ..	10
AG	01007 ..	10
AH	010730 ..	10
		Total ..
		700

Name of the person notifying.—DEOKI NANDAN GUPTA.

Address.—No. 7, Sri Ram Nagar, Shahdara (Delhi).

**FORM OF NOTICE**

Notice is hereby given that Share Certificates No. D-20300 for five Shares Nos. 386496 to 386500 in the Reserve Bank of India issued in the name of L. Ram Ditta Mal, B.A., has been lost. Due notice thereof has been given to the Bank and all persons are warned against dealing with the Share Certificate in any way.

RAM DITTA MAL,  
Shareholder.

**NOTICE**

In pursuance of the provisions of sub-section (3) of section 40 of the U.P. Town Improvement Act, 1919 (VII of 1919), as extended to the Province of Delhi, it is hereby announced for general information that the Gilheri Bagh Improvement Scheme (Alteration) has been submitted to the Chief Commissioner for sanction under sub-section (1) of the section 41 of the said Act.

GHASI RAM,  
Chairman,  
*Delhi Improvement Trust, New Delhi.*

**NOTICE**

In pursuance of the provisions of sub-section (3) of section 40 of the United Provinces Town Improvement Act, 1919 (VII of 1919), as extended to the Province of Delhi, it is hereby announced for general information that the following Improvement Schemes have been submitted to the Chief Commissioner, Delhi, for sanction under sub-section (1) of section 41 of the said Act.

- (1) Kalkaji Improvement Scheme.
- (2) Sheikh Serai Improvement Scheme.

A. W. H. DEAN,  
Chairman,  
*Delhi Improvement Trust, New Delhi.*

RHGD. No. D-28.

